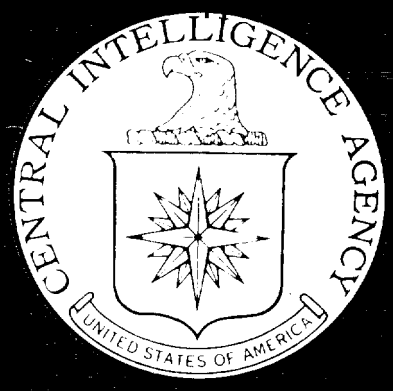


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NPIC REPORTS

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CIA IMAGERY ANALYSIS DIVISION

PI NOTES, A PUBLICATION OF CIA/IMAGERY ANALYSIS DIVISION, HIGHLIGHTS SIGNIFICANT INTELLIGENCE ITEMS DERIVED FROM PHOTOGRAPHY, AS WELL AS CURRENT DEVELOPMENTS IN THE "PI" FIELD.

P.I. NOTES 12/66

IAD DEVELOPMENTS

On 4 October the Imagery Analysis Division launched "IAD PI Course No. 1-65" with a class of twelve newly assigned IAD PI's. The course is being given on a full-time basis during 4-29 October (160 hours of training). This internal training program was necessitated by the lack of available trained and experienced photo interpreters to meet the increasing manpower requirements of the IAD. For instance, of twenty-one PI trainees entering on duty with IAD since the first of July, only seven have had prior PI experience. The purpose of this course is to provide training for newly assigned PI's in PI techniques, the exploitation of system and non-system materials, IAD and NPIC organization, and Building ☐ orientation.

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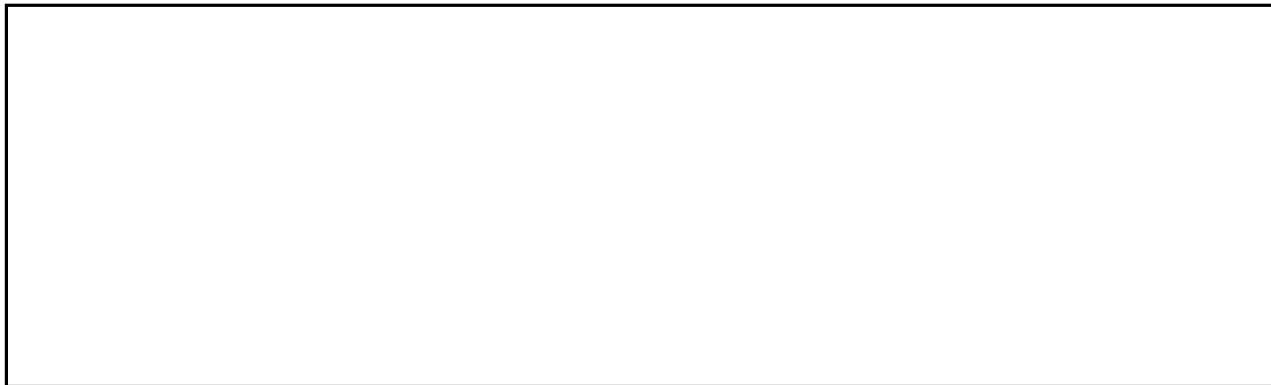
Preparation and presentation of this course represents a considerable effort on the part of some thirty-five instructors (senior analysts from IAD and the various operating divisions of NPIC) and the culmination of the efforts of four IAD senior analysts who began working in June 1965 to determine course objectives, course content, instruction outlines, and to coordinate preparations for the course. IAD personnel have expended approximately 625 manhours toward this training effort during June-September 1965.

The second presentation of this course is presently scheduled to begin on 15 November, with three additional runnings anticipated for early 1966.

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CHINA



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CIA IMAGERY ANALYSIS DIVISION

NORTH VIETNAM

An IAD analyst has been working with the Defense Intelligence Agency at Arlington Hall Station for the past 10 days on assessment of bomb damage to highway and railroad bridges in North Vietnam.

The working group has found a total of 100 highway and 20 railroad bridges that have received bomb damage. In spite of the damaged bridges, some of which have been bombed on several strikes, the North Vietnamese seem to be keeping their lines of communication open by shoring up damaged bridges, constructing new bridges, and by the use of fords and ferries. Reconstruction of bridges on the Lao-Cai/Hanoi Railroad Line proceeded so rapidly that by the [] only one bridge remained to be reconstructed before this rail line would be back in operation. []

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USSR

Significant items have been observed at the Main Support Base of the Tyuratam Missile Test Center on []

25X1D

A very large self-supporting lattice tower is under construction next to Communications Site "C" and near the water treatment plant. The base of the tower forms a square 115 feet on a side, and the structure had reached a height of approximately 140 feet. The first photographic indication of construction of this tower is on Mission []. A tower with a base of this size could easily be as high as 700 feet if it were designed to support a vertical radiator such as a television transmitter. On the other hand, if the tower were meant to support a platform, it might be considerably shorter.

25X1D

25X1D

[] road and rail service between the Support Base and the range head was improved by the construction of an underpass beneath the main Tashkent-Aralsk Rail Line east of the village of Tyuratam. Construction of this new underpass and rail spur was started between [] and appeared to be completed in []

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[] This allows rail and road traffic between the launch areas and the Main Support Base to proceed without regard to the schedule of trains on the main east-west rail line.

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CIA IMAGERY ANALYSIS DIVISION

Construction continues on large apartment units and on technical and support facilities at the Main Support Base.

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LAOS-CAMBODIA

A continuing detailed photographic study of the Laos Panhandle and adjacent areas in northeast Cambodia revealed sections of a narrow, natural-surface road heavily concealed by vegetation and capable of supporting cart traffic only, extending from a densely populated area south of Chavane for approximately 10 nautical miles (nm) south-southeast to a probable rest area adjacent to and north of the Xe Kaman River. Dense vegetation precludes the possibility of locating the road's alignment south of the Xe Kaman River for a distance of approximately 2 nm to a point where extensive track activity was again observed heading east-southeast for approximately 11 nm. This section of road is wider and is believed capable of supporting truck traffic, although no evidence of truck activity was observed. A possible vehicle was observed in a park area adjacent to a road bridge at UTM coordinates YB 460404.

Approximately 3 nm farther south an 8-nm section of road capable of supporting cart traffic was observed extending southeast to within 4 nm of the Cambodia/South Vietnam Border, where numerous cases of insurgent activity have been reported.

Unoccupied 6-gun and 4-gun possible light AAA sites were observed adjacent to a narrow northeast/southwest natural-surface road approximately 1 nm west of the Laos/South Vietnam Border. Probable insurgent staging areas were observed adjacent to the northern and southern terminus of this road, which is capable of supporting only cart traffic.

A comparison of aerial photography between [] indicates increased track activity along this probable supply route from Chavane south-southeast towards an area of suspect insurgent activity along the Laos/NE Cambodia Border. This supply route is probably confined to cart traffic only.

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Road construction and associated road improvement northwest and east of Chavane as reported in CIA/PIR-67002 (July 1965) has been confirmed from TROJAN HORSE photography of [] indicating apparent priority construction of supply routes to these insurgent areas.

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CIA IMAGERY ANALYSIS DIVISION

BRAZIL

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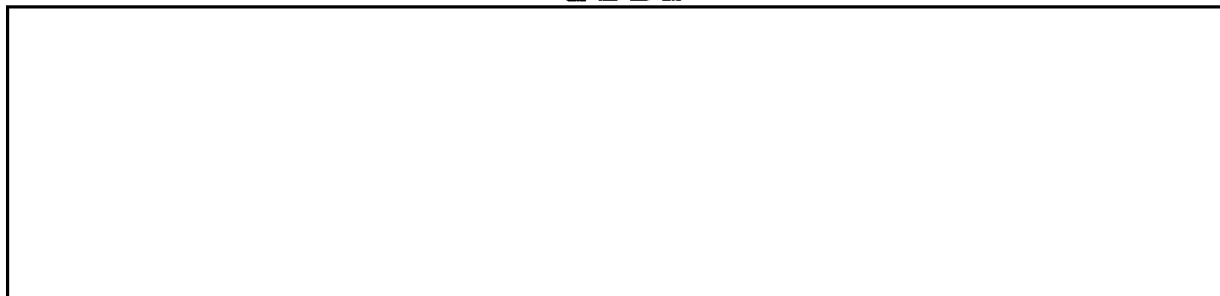
A scan of Mission [] reveals that the central portion of southern Brazil was covered by fair-quality photography with cloud cover ranging from 0 to 90 percent. Numerous airfields, landing strips, and indications of new road construction were observed.

A military barracks installation was identified at Ponta Grossa (25-06S 50-09W), and a probable military barracks installation was identified on the south-southeastern edge of Curitiba (25-29S 49-15W).

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